

Q# 816

Doc. No. 2325A

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REPORT

On the detention of the ship "Dwina" of
the Far Eastern Shipping Agency by the
Japanese authorities on July 20, 1943.

On July 20, 1943 at 11 hours in the Strait of Laperuzo near the "Rock of Danger", a Japanese patrol-boat had stopped the ship "Dwina", heading for Petropavlovsk, and took her under escort to Port "Otomari", where Captain Watanabe and Junior Lieutenant Tsuchiya, Masatoshi of the Japanese Navy conducted inspection of the cargo and then handed to the local police authorities.

The ship was in the hands of the Japanese authorities since July 20 till August 25, 1943 i.e. during the period of 35 days.

The crew of the ship, and her 30 passengers were all the time subjected to interrogation during which the Japanese officials and in particular the prosecutor of the town of Otomari and the officer Toni-Mari, attached to him, were rude and threatening. The Captain of the ship "Dwina" Peer was taken by force from the steamer by Japanese officials and police who beat and insulted him. After this Peer was arrested and kept in custody, then was sentenced in absence to 100-day imprisonment or 2000 yen fine.

From the date of investigation the ship "Dwina" was detained under the following circumstances:

On July 16, 1943 at 10 hours the ship "Dwina", under command of Captain Peer and having a load of 900 tons of chrome ore and with 30 passengers aboard, left Vladivostok on a voyage bound for Portland of the USA.

On July 18 at 5:30 hours the ship, being in the latitude of 45 degrees 49' north and in the longitude of 139 degrees 05' 2" east, and having the radio-location of Velkin radio-beacon took the course of 97 degrees (-9 degrees) leading 2 miles to the south of Cape Notora Misaki, with the intention of correcting her course to go through the Laperuzo Strait. Due to thick fog at 14:45 hours the ship went at a medium speed, whilst at 16:10 hours she went at a slow speed. Soon after the ship lost its orientation and went aground in the latitude of 46 degrees 00, 7 north and in the longitude of 141 degrees 57.

On July 19 at 5:05 A.M. the ship got afloat by her own power.

On July 20, 1943 having partly checked the leak in the oil-tank, and having cleaned the oil in the center, and adding some fresh oil, the ship took off at 7:50 A.M. to continue the voyage.

On July 20 having passed the "Rock of Danger", the ship was stopped at 11 A.M. by a Japanese patrol-boat, and regardless of the protest of the captain, she was directed to Port Otomari.

On July 21, 1943 at 0 hour 25 minutes the ship reached Otomari and cast an anchor in the outside roadstead at a distance of 1/4 mile from the ship "Nogin". At 8:05 A.M. the ship was inspected by two Japanese officers who then sealed the radio station.

After the documents were examined, a Lieutenant of the Japanese Navy made a note in Japanese in the ship log to the following effect: (translation made by an interpreter) "On July 21, 1943 ordered by our chief Captain Watanabe, I have made an inspection and acknowledge that the ship's papers and the cargo are all in order....21 July 1943, Inspector Junior Lieutenant of the Imperial Japanese Navy Tozuka Masatoshi. Captain Peer was informed that another inspection will yet be made by the local authorities.

At 16:20 hours a Japanese patrol-boat approached the ship and 16 armed soldiers and officers together with the prosecutor of the town of Otomari an interpreter and 4 officials of the local police got aboard the ship.

Captain Peer was asked a series of questions and then told by the interpreter that the ship will be put under arrest.

The prosecutor confiscated a series of ship's documents and photographed the ship.

Peer handed a written protest concerning the illegal detention of the ship to the prosecutor who did not give him any receipt for it. A copy of the protest addressed to the Consul of the U.S.S.R. was not accepted by the prosecutor.

On July 24 at 14:30 hours the Japanese authorities came aboard the ship with the demand to change the anchor-hold which was fulfilled. At 17 hours the ship anchored 3 miles off the shore near Rutaka village.

On July 25 at 15 hours the Japanese authorities with 31 soldiers armed with rifles came and told Captain Peer and his mates to follow them to the shore for an inquest by the prosecutor.

The Captain refused to comply with this demand and proposed that he and the mates above-mentioned be interrogated on the ship in the presence of the Soviet Consul. After this the Captain was not even given an opportunity to pass orders to the chief mate, and was by force rudely pushed down from the ship, whilst the Prosecutor forbade the members of the crew to come ashore.

At 19 hours the Captain was put under arrest in a police office in Ruraka village.

On July 26 the Prosecutor called Peer for interrogation during which he shouted and was rude to him accusing the latter of violating the Japanese territorial waters. His interrogation was conducted in this manner till August 1. Simultaneously the other members of the crew were interrogated and treated as rudely as their captain.

During the interrogation the Prosecutor and the officials tried to get corroboration of the fact that the ship "Dwina" was bought by the Soviet Union in the U.S.A., after the outbreak of the American-Japanese war, so as to confiscate the ship as trophy.

On August 10 a court official came to Peer, who was in custody and announced him the sentence of the Japanese court, according to which Peer was found guilty of unlawful violation of the Japanese territorial waters, and sentenced to 100 days imprisonment or fine of 2000 Japanese yen. Peer refused to pay the fine, stating that the sentence of the court was unlawful, and continued to sit in custody.

In connection with this the Prosecutor called Peer for an interrogation nearly every day and subjecting him to ill-treatment and to indignities categorically insisted that the fine be paid and recommending as a means to raise the funds to sell a part of cargo fuel and the ship's equipment, also agreeing to be paid in Soviet currency yet Peer refused categorically to fulfill these demands.

On August 25 the Prosecutor set Captain Peer free, returning him all the documents of the ship, and permitting the ship "Dwina" to go on her voyage.

When Peer was freed, he was searched once more, all of his things were inspected, whilst the Japanese money taken away from him at the time of search was not returned.

On August 25 at 18 hours the ship started for her port of destination.

Thus the Japanese military, court and police authorities detained the Soviet ship "Dwina" without any ground for 35 days and subjected the Soviet sailors to indignities.

Military Prosecutor of the Pacific Area
Lt. Colonel of Justice Shlychkov

March 22, 1946

Vladivostok

CERTIFICATE OF TRANSLATION OF THE ABOVE DOCUMENT:

I, Minenko, G., hereby certify that I am thoroughly conversant with the Russian and English languages: and the above is a correct and true translation of the indicated Document.

Signature: George Minenko

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EXHIBIT NO. 10

報

告

No. 2325A

一九四三年六月二日極東海運汽船會社所屬船「千葉丸」號、日本官宣
依^レ抑留事件

一九四三年七月三十日宗谷海峡、危險岩附近於二十時日本側看
視船体、下口^ノ方面向航行中汽船「千葉丸」號有抑留
七點五^ノ大自卷^ノ導^リ其燒^ノ渡^ス海軍大佐、日本海軍
少尉^ノ塚正敏^ノ依^レ荷^ノ檢查^カ行^{ハシ}然^ル後同地警察當局

引渡^{セシテ}該汽船一九四三年七月三十日ヨリ八月十五日迄

即^チ三十五日間^内該汽船乘組員及^シ三十名、毎^日絶^シ訊問
受^{ケタ}其際日本官吏側特^ニ大自市^ノ事^ヲ事^ヲ附^シ將^セト^ニ

ヨリ暴行^ヲ有^リ追^フ受^{ケタ}汽船^ノ上^ノ船長^ノ千葉丸^ノ汽船^カヲ

日本官吏^ノ監深^シ彼^ノ殴打^ヲ辱^シ加^ヘ之^ヲ連^シ去^フ其^ノ後^ニ

捕^シシ^テ監視^シ監禁^シ石^ノ後^ニ久^シ裁判^シ百日間^内

禁錮^シ三月内^内言渡^セト^ニ。

汽船「千葉丸」號^ノ調查^シタル^ト依^レ六次、如^ク事情^ノ下^ニ抑留^{セシム}キ^テ

即^チ一九四三年七月十六日十時汽船「千葉丸」號^ノ船長^ノ千葉丸^ノ指揮^シ下^ニ

口^ノ載^シ九百噸^ノ積載^シ乗客三千名^ノ乗^シ千葉丸^ノ合衆國^ノト^ニ

止^シ港^ノ目指^シ浦^ノ頓斯德^ノ航行^シ航^ス。

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廿月八日正午十分該汽船北緯四十二度零分令當時經西十九度五分
三秒在「支那」煙台郵輪局航線方位處航行至香港以
遭遇己財物修正此日算不能當即向南方三哩通航
九十七度令至九十九度針路未改之處亦未改之四時四十分
速度每小時十六分六時十分八該汽船俗速每小時八分間
至該汽船方位然北緯四十六度零分七秒東經一百一十五度五十一
七分地點坐標之六月十九日正時五十分自力該汽船駛離之
一九四三年七月三十日油槽漏油少許由輪室油槽除新
油補給之七時半分該汽船航行繼續多接餉之
廿月十日該汽船危険岩石通行中十時日本側有機船一隻留
第七船長抗議云均入大泊港（差向）夕夕
一九四三年七月三十日零時十五分該汽船（大泊）到達香港外海
投靠三分某處八四分一哩距離（今早）一氣船（今早）日本軍船
于廿八時立命人日本將校依該汽船危險航行然以便
彼等無電室封印施之
書類忘攜終後日本海軍少尉公航海日志（日本語）六，內容
記入為之（錯誤）通訊依行（多也）即一九四三年七月三十日
李官（我）上官凌邊大佐指示依歸被行（方斯）于本

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官八船内閣係書類、實行が全了正當事立會ヲ認ム一九三一年七月二十
日駆檢者日本帝國海軍少尉平塚正鉄、船長ビトビニ付同地、官
憲依テ更ニ駆檢が行ヒルヲアラク旨を得ハシタ。
十六時十分日本小汽船が接近、未だ該汽船武裝セリ十六名、兵
卒十將校ガ乗船、又彼等上共通認アリタ大泊市、檢事十四名
同地警察役人着メ
船長ビトビア教官質問ヲ發ヤシ然後通訊ニ依テ該汽船
押留リ宣セラシ、檢事ニ依テ教官、船舶内閣係書類が沒收セラシ
該汽船内閣真撮影セリ、該汽船不法押留開キ抗議
書ニ檢事ニ手交シ分彼ヘシテ受取、又除彼ニ受領書ヲ與ヘテ
カタマリ、ヨリ一輪乃領事迄、抗議書寫ハ受取、事ヲ拒絶シ
七月十四時三十分該汽船日本側官運ガ本他碇泊地移ル事
要示シ而シテハ累セラ、十七時留多加村海岸去事三哩搜捕
シ、七月十五日十五時日本側官憲少尉、武裝十三名、兵卒が
乘リ彼等、船長ビトビ上岸、尋事立會、訊問テ上陸ニア檢事、許
近本頭ベキア申出テ船長ハ此要求ニ應心スル事ヲ拒ミ彼指名
セラ各運輸士ヲ船上於テ、シテト本頭事立會下、訊問ス、ナ旨ヲ
提案シテ後船長ハ腕力暴力加シテ彼船カラ突出サし上級運

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韓子指因傳ル餘裕良與ナリノ而主其餘裕良該氏
船東組員二陸林上士一九時船長の御多相付於該組員者
監禁ナシ七月六日檢亭心口訖問呼出某間被罵声
アガリカ加此爾日本領海不法侵入也船長罪問
斯ル風被訖問八月一日逆被ノ同時該氏他來組員者
至訖問呼出上彼等同様私暴取扱シ訖問川檢事ハシ
諸般人齒復此汽船沒收之汽船于丁寧
日米戰爭勃發後米國人將軍入平之參軍大佐記得ノ
八月十日監禁中心ヒテ許裁判所官吏木本被日本側裁判所
判決ア吉澳ニシカニ依テ船長が日本領海不法侵入有罪
認ムハ西門禁錮或ハ日本円三千月罰金判ア吉澳ハナリ
七月八日裁判所判決合議的非不看做入日本半立罰金文
拂々拒念向エ引領キ監禁ナシ此件三脚川檢事ハ船主毎日五元
ヲ訖問呼出ア果カ朝吾アカニ事依テ食ミ迄罰全支拂追
又此際資金償得又資何然料或ハ船舶用器以一部
實也ア候人ハ少半價値取アヨリト言ハ万特ノハナリ此
事要示意ハ此事歟手拒也ノ八月二十日檢事ハ船長ハナリ
取狀ノ候凡ハ船舶關係書類逐之汽船ノ十号航行

轉子機國傳ル餘船スリ船ノ事カノ前半此處檢事ハ該汽
船乗組員二度ヲ禁上シ一九時船長留多奴村於テ警戒黑島
監禁シテ七月半ハ檢事官ニル記問呼出シ其間彼等罵罵
アガキナカ加ヒ此處日本領海不法侵入者等船長ヲ罪問
斯カニ風被記問八月一日逆々ノ同時該汽船他乗組員等
モ記問呼出セシ彼等ニ同様乱暴取扱フ記問檢事ハ
諸從人凶暴以上此汽船ヲ侵入シ汽船トテノ事アリ
日本戰爭勃發後米國アソ連ガ入手事實實據記得付
八月十五日禁中レヒシテ許裁判所官吏ノ本ノ候日本側裁判所
判決ヲ言渡シタクヨ依テ船長が日本領海不法侵入無事有罪
認メラ百日間禁錮或ハ日本圓テ三千圓罰金判言渡シテアリ
七月八日公裁判所判決會決非不看候四月廿二日罰金支拂
拂々拒内引領キ禁錮アリ此件ニ關之檢事ハ船主毎日
ヲ記問呼出シ果カ朝吾ヲ加ハ事ニ依テ能ノ追罰金支拂道
リ又此除督金傳付多種荷物計或ハ船舶用器具一部
費セサシ彼渠アソ連ノ事半ば實物取テヨリ上吉ノ方舟ニシテハ此
等要本意之事歟手相見シ八月二十日檢事船長セシル
ア取放シ被凡ノ船舶開係高類送汽船ノノ号航行

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許事放逐

六月十一日，蘇聯隊長認為今應將你遣回中國，物證（即檢驗報告）身體檢查，採取了日本領事（沒說是誰）
食半小時被海船（被船）打倒的。因考克斯（即考克斯）
日本測量部裁判所及警察局（何等）根據此事件
立書面問（由一汽船）中，考克斯卻留（在船上）說：嘲弄
加多爾

太平洋公訴司理處官吏檢官（署名）（見卷之二）

一九四六年五月十二日

浦溫斯德市

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（二）關於該船被今度（身外檢查）所檢出之物證及
檢査者此身體檢查係取之於日本軍船（這點）
會于四小時該汽船被鎖在目的港（即香港）如
日本側（軍部裁判所及檢察官）何等根據某人于
五更夜間（約三時半）等（那時）之船上（或處）嘲弄
“加多尼子”

太平洋水兵專事檢舉（總辦事處）（英語）

一九四六年三月二日

浦溫斯信市